Angle of Turn, deg	Design Classi-fication	3-Centered Compound Curve Radii, ft	3-Centered Compound Curve Offset, ft	Lane Width, ft	Approx. Island Size, ft^2
75	A B C	150-75-150 150-75-150 180-90-180	3.5 5.0 3.5	14 18 20	60 50 50
90	A B C	150-50-150 150-50-150 180-65-180	3.0 5.0 6.0	14 18 20	50 80 125
105	A B C	120-40-120 100-35-100 180-45-180	2.0 5.0 8.0	15 22 30	70 50 60
120	A B C	100-30-100 100-30-100 180-40-180	2.5 5.0 8.5	16 24 34	120 90 220
135	A B C	100-30-100 100-30-100 160-35-160	2.5 5.0 9.0	16 26 35	460 370 640
150	A B C	100-30-100 100-30-100 160-35-160	2.5 6.0 7.1	16 30 38	1400 1170 1720

1. Asymmetric three-centered compound curve and straight tapers with a simple curve may also be used without significantly altering the roadway width or the corner island size. Painted island delineation is recommended for islands less than 75 ft^2 in size.

2. Design classifications are defined as follows:
   A: Primarily P. Permits occasional design single-unit truck to turn with restricted clearances.
   B: Provides adequately for SU. Permits occasional WB-50 to turn with slight encroachment on adjacent traffic lanes.
   C: Provides fully for WB-50.

TYPICAL DESIGNS FOR TURNING ROADWAYS

Figure 46-3E